vard's record:

NEW-YORK, FRIDAY, JUNE 30, 1899.—SIXTEEN PAGES.

#### TRANSIT LINES COMBINING.

THE METROPOLITAN REPORTED TO HAVE SECURED THE MANHATTAN.

BROOKLYN RAPID TRANSIT ALSO SAID TO BE INCLUDED IN A GRAND SCHEME OF CONSOLIDATION-THE POSITION

> OF THE THIRD-AVE. IN DOUBT-WHAT WOULD BE GAINED

BY COMBINATION. For many months rumors have been in frequent circulation of impending consolidations, small and large, among the street railway corporations of the present New-York City, and for many which, nevertheless, have proved to have had a foundation in fact. Only yesterday The Tribune said, on what it had reason to regard as trustworthy authority, that the combination of combinations, the assembling under one management of all the transportation lines of Manhatstill a long way off. But The Tribune now has reason to believe that that vast consolidation, or

virtual consolidation, is very close at hand, al-

though it may not at first include the Third

Avenue Railroad Company. the last day or two there have been vague rumors affoat that an important deal was about to be announced by which the Brooklyn Rapid Transit Company was to benefit, and the sudden departure for Europe a few days ago of William C. Whitney, ostensibly for rest, the ascertained fact of the presence in Philadelphia of George J. Gould, president of the Manhattan Rallway Company, and the departure vesterday for his home in that city of P. A. B. Widener, after the meeting of the Metropolitan directors, at which meeting it was said much more was done than to vote the issuance of \$5,000,000 stock are believed to be part and parcel of the same deal.

#### THE BROOKLYN COMPANY

Within the east few months the Brooklyn Rapid Transit Company has absorbed the Nassau Electric Railroad Company, its chief competitor in the business of transportation in that borough; the Brooklyn Union Elevated Railroad Company, owning elevated lines in several parts of Brooklyn and operating the Brooklyn Bridge railroad and the Brooklyn and Brighton Railroad and it is soon to take over the Kings County Elevated Railroad, its control of which will leave only one company, the comparatively small Coney Island and Brooklyn system, out side the fold. Its elevated lines are rapidly being equipped with electricity, the "third rail" aiready in use on the Bridge and on parts of the roads in Brooklyn itself. Its surface cars, too, now cross the Bridge, their terminus in Manhattan being close to the terminus of the Third Avenue Railroad and of the Second and Fourth ave. lines of the Metropolitan system. The elevated lines of the Brooklyn Rapid Transit system neir New-York terminus at a point almost adjoining the terminus of the Thirdave, elevated road, although their station is now on a higher level than the Third Avenue's.

The Metropolitan Street Rallway Company, controlled by the powerful Whitney syndicate, a leading member of which is Anthony N. Brady, who is also perhaps the most prominent figure in e group of capitalists owning the Brooklyn Rapid Transit system, has steadily absorbed line after line in this borough, until now it operates seven main lines, running north and south, and a large number of branches and crosstown lines. which it is as rapidly as possible equipping with electricity. It is building, too, at Ninety-sixthwhich it expects to generate more than enough electricity to run its cars, its purpose being, in conjunction with the New-York Gas and Electric Light, Heat and Power Company, owned by the same interests, to sell its surplus electricity for general commercial purposes.

### TO HAVE THE THIRD RAIL, TOO.

The Manhattan Railway Company recently arranged for the issue of \$18,000,000 of new stock, the proceeds of \$10,000,000 of this amount to be used for the equipment of its road with electricity. Like the elevated roads of the Brooklyn Rapid Transit Company, the Manhattan lines are to have the "third rail," although it has not yet been announced whether the "unit" or "multiple unit" system is to be installed; and, like the Metropolitan, it is build-Seventy-fourth and Seventy-fifth sts., and will sell its surplus electricity to the general public. The Third-ave, road, too, is to enter the field as a seller of surplus power, the plant which it is erecting at Two-hundred-and-sixteenth-st. being of a capacity much more than sufficient to supply the electricity necessary for the propulsion of the cars of its many lines in Manhattan and The Bronx. Thus all these lines under separate management would be competitors in the general electrical field as well as in the business of passenger transportation.

As for the Third Avenue company, William C. Whitney declared in March that no negotiations of any kind were in progress between that company and the Metropolitan, and that there had not been and would not be any sort of agreement entered into. Denials of the same sort were made yesterday by Third Avenue interests. But interests. With the electrical equipment of each successive line of the Metropolitan the business of the Manhattan has shown a diminution, and with each week the rumors of gradual absorption of Manhattan stock by the Metropolitan interests have become more persistent. The taking over of the elevated roads by the Metropolitan company, it has been pointed out, would be to the advantage of each company, the "short haul" traffic thus going to the Metropolitan lines and the tage of each company, the "short haul" traffic thus going to the Metropolitan lines and the "long haul" business to the Manhattan, which by this arrangement would be enabled, on the completion of its equipment with electricity, to give New-York a measure of real rapid transit, and the plans published yesterday of the reported extension of which to Fordham would seem to indicate a purpose in line with this plan of furnishing a speedy through service to the regions beyond the Harlem.

And not only would the often predicted possibility of a person riding without change of cars from the furthest end of Brooklyn Bridge, become an accomplished fact if the rumored plans for consolidation of the Brooklyn Rapid Transit

for consolidation of the Brooklyn Rapid Transit with the Metropolitan shall be carried to exe-cution, but also with the erection of each of the additional bridges which will in the future span the East River, additional lines of through communication will be operated, binding more and more closely the interests of the two bor-

### MR. LAUTERBACH'S STATEMENT

he had not heard of any intention of the Metropoltan, Manhattan and Brooklyn Rapid Transit companies, to combine their interests. But it was possible, he added, that such a step might be decided upon without his knowledge. Asked what effect such a consolidation would have on his company's working arrangement with the elevated road, he replied: "No effect

L A W. MEET AND CYCLISTS CARNIVAL minute-Murphy, locomotive paced, rides Friday at Maywood, L. I. See exc. col.-Advt.

POLAND! POLAND! POLAND! POLAND! Is the purest natural spring water in the world.—

ADDITIONAL STOCK ISSUED. METROPOLITAN STREET RAILWAY COM-PANY DIRECTORS CALL FOR SUBSCRIP-

TIONS TO FIFTY THOUSAND SHARES. A meeting of the directors of the Metropolitan Street Railway Company was held yesterday afternoon at 2 o'clock in the Cable Building Broadway and Houston-st. The meeting had been called for the purpose of issuing additional

stock, and these resolutions were adopted: Whereas, Fifty thousand shares, of the par value of \$5,000,000, of the authorized capital of this corporation has not been issued, but remains in the poration has not been issued, treasury of the company.
Resolved, That the said five millions of capital stock be now issued for cash, and that subscriptions from the stockholders be now invited to said five millions of stock, at par, upon the following con-

n: n stockholder of record upon the books of the ation at the close of July 20, 1859, may sub-for such number of shares of stock as will gal to one-eighth of his holdings, or any less

art thereof. The subscriptions must be in writing, and must be delivered to the secretary of the corporation at e office of the company, No. 621 Broadway, New Jork, before 8 p. m. August 18, 1899, and subscribers ust specify in their subscriptions their name and on the books of the corporation and checks to y for stock subscriptions must accompany the ine.

rrificates for the stock will be delivered on and r August 15, 1889. Subscribers who fall to remit ment for stock will forfelt the right to receive stock subscribed for.

the stock subscribed for.

Resolved. That a printed notice, embodying the terms provided for in this resolution, together with the form of subscription, be prepared by the secretary and mailed to each stockholder of record upon the books of the corporation at the close of July 29, 1899. Scrip will be issued for fractional parts of single shares, for which stock certificates will be issued when presented in amounts representing entire shares.

Metropolitan closed yesterday in the stock market at 227, and, basing the calculation upon that figure, it is estimated that each stock-holder who subscribes for the new issue will receive the equivalent of a cash dividend of 15

#### MR. WIDENER RETICENT. REFUSES TO CONFIRM OR TO DENY THE REPORT OF MANHATTAN'S PURCHASE.

Philadelphia, June 29 (Special) .- P. A. B. Widener, at his residence at Ashbourne this evening, would say little regarding the rewas to be sold to the Metropolitan Railway Company. What Mr. Widener did say was not a denial of the rumor, and there seems to be little doubt that some such scheme is forming. When asked if George J. Gould had been to see

him regarding the deal, Mr. Widener said: "Mr. Gould has been here for several days He came over here to play polo. I have not seen him since he has been in town."

answer to the question: "Is it not true that there is a plan afoot for the purchase of the Manhattan by the Metropolitan?" Mr Widener said:

"I would rather not say anything about that." THE ARRIVAL OF DREYFUS.

RUMOR THAT HE WILL REACH RENNES TO-DAY-GENDARMES GUARD

MME. DREYFUS. Rennes, June 29 .- A well-accredited report is in circulation this evening that Captain Dreyfus

will arrive some time to-morrow night. The house occupied by Mme. Dreyfus last night was guarded by gendarmes all night long. and at daybreak these policemen were succeeded by others. In addition a giant porter keeps the outer gate locked and barred. No one is allowed to enter without the express permission of Mme.

ONE OF THE MANY RUMORS. Paris, June 29 .- As an example of the Drey fus rumors current, the "Soir" this evening dement had received information forty-eight hours ago that Dreyfus committed suicide

### THE POPE AGAIN SICK.

CONFINED TO HIS BED OWING TO EXER TIONS AT RELIGIOUS CEREMONIES.

"In consequence of his exertions during the recent religious ceremonies, the Pope is now suffering great prostration, together with a slight attack of fever. He was confined to his bed today (Thursday), and some anxiety is felt re-

## MAYOR OF MUSKEGON MURDERED.

SHOT BY DISAPPOINTED OFFICE-SEEKER,

WHO AFTERWARD KILLED HIMSELF. Muskegon, Mich., June 29 .- Mayor James Balbirnie was assassinated at noon to-day by J. W. Tayer, a disappointed office-seeker. Tayer shot the Mayor while the latter was standing in the doorway of his store. The ball entered the left breast above the nipple. After being shot Balbirnie turned and ran upstairs to his living rooms, and dropped in the hall. He expired fif-

teen minutes later. John W. Tayer was formerly Director of the City Poor. At the time of the shooting Western-ave., the main thoroughfare, in which the

Mayor's store is situated, was filled with peo-After the Mayor was shot he staggered, turned around and ran upstairs. Before he had reached the stairway, Tayer was lying on the walk with a bullet through his breast. Fearing that he had not completed his awful work, Tayer swallowed the contents of a bottle of carbolic acid. He was removed to the City Hall, where he died at 1 o'clock. After the Mayor was shot he staggered, turn

Hall, where he died at 1 o clock.

The affair arose over Mayor Balbirnie's refusal to reappoint Tayer Director of the City Poor. Tayer had held the place for some years, but this spring was ousted. He then made application for the place of sexton, and was refused. He had vidently brooded over the matter, and his acts were premeditated. ter, and his acts were premeditated.

# SUICIDE OF EX-MAYOR OF PETERSBURG.

Collier, for five terms Mayor of Petersburg and one of the most prominent lawyers here, committed suicide this morning by shooting himself through the head with a revolver. He had been in bad health for some time, and despondency is supposed to have been the cause of the rash act. Mr. Collier was a member of the Confederate Congress and had at different times been a member of the State Legislature from this city. He had been elected Mayor of this city five times, but was defeated by John M. Pleasants last spring by about six votes. He was also president at one time of the Southern Railroad Company. Pe had been twice married and was a ruling elder in the Presbyterian Church. Mr. Col-lier had no business troubles. He was born in

### ALDERMAN STABBED TO DEATH.

Weatherford, Okin., June 28.-Alderman C. H. Griffiths, a prominent citizen, was murdered by 'Dan' Ashby last night. Ashby had been drinking and started down Main-st, with a knife in hand, and started down salinate saying he was going to kill somebody. He met saying he was going to kill somebody. He met Griffiths, and without warning plunged the knife into him, killing him almost instantly. Ashby was removed to Arapahoe to avoid a lynching.

A PORTRAIT OF ADMIRAL DEWEY.

In ten colors, size 14x21, ready for framing, free
with next Sunday's Brooklyn Eagle. Price 3 cents.

Advt.

CENTRAL DIRECTORS TO-DAY.

BELIEF THAT IT WILL BE CARRIED

THROUGH-OTHER PLANS UNDER WAY -NEGOTIATIONS FOR THE FITCH-BURG AND THE CENTRAL

VERMONT-RUMORS ABOUT THE NEW-HAVEN.

A great deal of interest is being manifested in the meeting of the directors of the New-York Central Railroad to-day to draft a proposition for the lease of the Boston and Albany Railroad. All the directors are expected to be present with the exception of Chauncey M. Depew, who is

now in Europe. Oddly enough, William Bliss, president of the Boston and Albany, will be there, as he is a director in the New-York Cen-It is denied that anything in addition to the Boston and Albany lease will be considered at the meeting to-day, and it is generally under-

While the present conference will discuss only the Boston and Albany lease, other and wide- made by Austen G. Fox and Wallace Macfarreaching consolidations are under way. It is admitted that the Fitchburg will soon follow the Boston and Albany into the New-York Central, and now it is reported that the Vanderbilt interests have made overtures to the Central Vermont to get control of that road, and so dominate the New-England traffic. Dr. W. Seward Webb has been the agent in negotiating with the provements. Mr. Fox came here from Saratoga, Fitchburg and the Central Vermont. He has been much pleased with the progress made, and it is understood that plans are practically agreed upon and only the formal steps remain to be

taken at the proper time.

While the lease of the Boston and Albany, the Vermont Central and the Fitchburg would give the Vanderbilts supreme control in the upper part of New-England, yet the fact remains that the New-York, New-Haven and Hartford con-trols the lower part of that district. It is gentrois the lower part of that district. It is generally believed that it will be only a matter of time until the New-Haven will lose its identity and be merged either into the New-York Cen-tral or the Pennsylvania. The Vanderbilt intertral or the Pennsylvania. The Vanderbilt interest in the New-Haven is strong, and it is said that it has been materially increased of late. On the other hand, there is said to be a feeling in the New-Haven Board against Vanderbilt domination, and some six months ago it was currently reported that negotiations were pendiced with the Department of Palicand with which the Pennsylvania Railroad, with the New-Haven has close connections. The fric-tion between C. P. Clark, president of the Newtion between C. P. Clark, president of the New-Haven, and certain officials of the New-York Central was most acute at one time, and the disagreement led to a delay in the work of remodelling the Grand Central Station. After Mr. Clark went to Europe, some six months ago, the relations between John M. Hall, acting president, and Mr. Callaway, of the New-York Central, became most amicable. Mr. Clark will be home within the next ten days, and then the subject within the next ten days, and then the subject of the final disposition of the property will come up. It is said that Mr. Clark intends to return to active work as president of the road.

#### KENTUCKY DEMOCRATS IN ARMS.

STRONG OPPOSITION TO GOEBEL FOR GOV-ERNOR-GREAT FORCES TO WORK AGAINST HIM

Lexington, Ky., June 29 (Special). The oppoee of the Louisville convention for Governor, is assuming gigantic proportions, and his friends, who were enthusiastic over his chances yesterday, are beginning to understand that Goebel has many great forces at work against him. Owen County, which has always been Democratic by two thousand or more, and which occasion gave the Democratic candidate will give a Republican majority next fall, says Emmett Orr, the leading Democrat of the

Louisville, which was counted on to give Hardin a handsome majority had he been nominated, will give the Republicans a majority of twenty thousand, say George Alexander, one of the foremost lawyers and Democrats of the Falls City. Although Colonel W. C. P. Breckinridge's brother Robert is on the ticket with Goebel for Attorney-General, the Colonel comes ut in a double column article to-day, denouncing Goebel's nomination as a steal, and he says the ticket should not command the support of

"The Louisville Post," always a stanch Democratic newspaper, is making to-day an active warfare on Goebel, as is "The Henderson Journal" and other leading Democratic newspapers throughout the State. "The Louisville Dispatch" has not as yet bolted outright, but its editorials to-day indicate that it is ready to break out of the traces. The Confederate soldier element almost to a man is against Goebel. and Captain Boyd, president of the Confederate Veteran Association of Kentucky, says that its veteran Association of Rentucky, says that he members will work and vote against Goebel. A leading county official here said to-night: "Goebelism means turning the bottom on top. He is the champion of the discontents and is opposed to all corporation and aggregate wealth. All railroad and insurance companies will oppose thim."

### BRIDEGROOM FAILED TO APPEAR.

WEDDING OF COUNT DE ROLLEPOT AND MRS. GOODWIN POSTPONED ON ACCOUNT

Troy, N. Y., June 29 (Special).—Mrs. M. E. Wadsworth Goodwin, better known as Mme. Godini, a music teacher of local renown, and Count Albert de Rollepot, of France, were to have been married this afternoon at the Baptist Church in Lansingburg at 5:30 o'clock. Many invitations to the wedding had been issued, and long before the hour named guests began to arrive. The church was closed, and on the doors was a note saying: "Wed-

ding postponed on account of an accident This was the second time the wedding had been postponed, and inquiry at the home of the intended bride was met with a telegram from New-York,

dated to-day, which said: Fell and was hurt quite badly, but not serious A. DE ROLLEPOT. Beyond that nothing was told. The guests de-

parted, and the wedding feast and reception from 6 to 9 p. m. were forgotten. Several out-of-town guests were here to attend the ceremony, which was to have been followed by a civil marriage to be performed by Justice Welon at the request of the count. The New-York people here were Miss Gladys Vivian, a cousin of the bride; Miss Florence Eddy, Miss Blederman, T. J. Vivian and Richard Kittredge. A large number of presents had been received at the bride's home, including a silver set from former pupils.

June 14 was the first date fixed for the wedding, but the count postponed it. Several out-of-town guests were here to attend

## MICHIGAN FOR THE ADMINISTRATION.

was among the President's callers to-day Much interest attached to his visit. On leaving the White House Senator Burrows said the Michigan situation had not been mentioned. "You can say, however," he continued, "that Michigan is un qualifiedly for the Administration, and that any qualifiedly for the Administration, and that any man who is opposed to the Administration, directly or indirectly, will go down in that State."

Senator Burrows declined to discuss the question of Secretary Alger's possible retirement from the Cabinet. The Senator is on his way to New-York to attend a meeting of the Senate Finance Committee, called under the authority of a special resolution of the Senate, to consider matters relating to customs duties, internal revenue and currency.

POLAND! POLAND! POLAND! POLAND!
Try it. Poland Water Depot, 3 Park Place, N. Y.

at all. Our agreement would stand, I suppose." THE B. AND A. LEASE. ROOSEVELT FOR M'KINLEY. NO PRISONERS ORDERED SHOT.

PROPOSITION TO BE DRAWN UP BY THE GOVERNOR STRONGLY FAVORS THE PRESIDENT'S RENOMINATION.

HE SAYS IT IS THE DUTY OF EVERY AMERI-

CAN TO SUPPORT THE ADMINISTRATION'S PHILIPPINE POLICY-CANAL INVESTI-

GATION AND TAXATION Albany, June 29 (Special).-Governor Roosevelt has returned from the West earnestly in favor of the renomination of President McKinley, and

makes no secret of his preference. The Governor arrived here from Milwaukee at 3 o'clock this afternoon, with his face bronzed by his long journey in the hot sun across the plains to Las Vegas, N. M., to attend the reunion of the Rough Riders of his own regiment, and feeling in excellent spirits, although tired by his trip. He was rushing back to Oyster Bay to see his wife and children, but had telegraphed ahead here to his private secretary William J. Youngs, instructing him to be ready to accompany him to New-York with all acstood that this will be finally settled upon an 8 cumulated official correspondence and a stenogper cent guarantee basis. There is reported to rapher. The Governor thought that before arbe some opposition to the proposal, but it is said | riving in New-York he would be able to disnose of most of this back work and also learn something about the result of the examination Syracuse, of the evidence taken by the Canal Commission regarding the conduct of George W. Aldridge, former Superintendent of Public Works, and Campbell W. Adams, late State Engineer, when they were expending the \$9,000,000 appropriated in 1895 for canal imto accompany the Governor to New-York, and Mr. Youngs had also made an unsuccessful effort to-day to bring Mr. Macfarlane and Mr. Shove here

M'KINLEY SENTIMENT IN THE WEST. Governor Roosevelt, when asked what sort of a journey he had and the political impressions he had gathered while in the West, answered:

"I have had an exceedingly good time, and enjoyed every moment, and I have been just as much touched as surfrised at the way I have been greeted in the West. Everybody in the West is in favor of President McKinley's renomination, and I am most emphatically, of

urse, also in favor of his renomination. "I feel that both the extreme rapidity with which this country has grown up in the path of domestic prosperity under President McKinley's Administration and the admirable results of his policy in conducting a foreign war make it necessary for every American to stand behind him in the Philippines. In view of the Philippine war his nomination and re-election become a National duty. In the Philippines we must mash all armed resistance. Afterward we can treat the Filipinos with the same kindly and conciliatory spirit as that displayed by General Leonard Wood at Santiago. Crush the opposition in the Philippines first; conciliation can come afterward."

#### THE CANAL INVESTIGATION.

The Governor was then asked what were his clans in regard to the investigation made by Messrs. Fox, Macfarlane and Shove.

'I am going to settle the canal investigation just as quickly as possible," he answered, "and spect to talk over this subject with Mr. Fox sition among Democrats to William Goebel, they on the way to New-York to-day. After this canal matter is settled I hope to have six weeks my children at Oyster Bay. I trust there will be no official business in that period requiring

## TAXATION COMMITTEE'S WORK.

Assemblyman Murphy, of Montgomery County, who is a member Taxation appointed by the Legislature, boarded the train to accompany the Governor to New-

mittee on Taxation," he said, "is that we will meet in Albany the latter part of July, and begin an investigation of the condition of the taxation laws of this State and other States. One part of the resolution under which we were appointed authorizes us to visit other States. Senator Stranahan has suggested that we visit direct State of Pennsylvania, which imposes no direct State tax, but sustains its government by taxing corporations. I also favor visiting the State of Massachusetts, which has the best system of taxation, I am told, of any of the States." Governor Roosevelt, it is believed, will have a conference with Assemblyman Murphy on the train in regard to the work of the Taxation Committee.

#### THE GOVERNOR HERE AWHILE. A CROWD GREETS HIM AT THE GRAND CEN-

TRAL-GOES TO OYSTER BAY. Governor Rooseveit, dusty and sunburned, alighted from a train at the Grand Central last evening at 45 o'clock. With him were Austen G. Fox, General Francis V. Greene and his private secretary, William J. Youngs. The train was fifteen minutes late. There was a gathering at the station to meet the Governor, among them being General Leonard

Governor Roosevelt was jostled about a little, but he managed to shake every hand that was extended

The first thing the Governor did when do anything after the greeting was to send his secretary to see if he could catch the train for Oyster Bay. The train started at 6:50 for Oyster Bay, and when Governor Roosevelt learned this he sent a telegram to his wife telling her he would start on the 10 o'clock train. He gave a cab ticket he had to a friend and walked off with General Greene, General Wood and Mr. Fox. The Governor's answer to all questions on politics was that he had nothing to say. He said he had given a statement out at Al-bany, and he had nothing to add to it. When asked how he enjoyed his trip, he gave vent to "Magnifi-cent! Had a splendid time! Was a holiday from

the time I started till I got back." Some one in the crowd asked him if he was go ing to resign, meaning if he had determined to enter the Presidential race. The Governor looked at the man for a moment and said, quickly: sign? Resign? What do you mean? It is ridicu-

sign? Resign? What do you mean? It is ridiculous." Before the person could make his meaning clear the Governor was talking with a half-dozen friends at once. He said that he could not adequately tell of the glorious reception he got in Las Vegas. The reception at Milwaukee surpassed anything he had hoped for. It was a "jolly good time all through."

The Governor would not say whether or not he and General Greene and Mr. Fox discussed the canal matters on their way down from Albany. He repeated that what he said at Albany was all he would say, and referred the newspaper men and others to the report of his interview there.

The Governor went to the Metropolitan Club and had dinner with General Wood, General Greene and Mr. Fox. He took the 10 o'clock train on the Long Island road for Oyster Bay.

### FOR SMUGGLING IN DETROIT.

Detroit, June 29.-Louis Bush, of No. 129 West One-hundred-and-twelfth-st., New-York, is confined in jail here on suspicion of smuggling from Canada 220,000 worth of diamonds which he had in The diamonds were found tied around his ankles, wrapped in diamond paper. The Treasury Department was informed that a recent \$20,000 consignment of diamonds was soon to ar-\$20,000 consignment of diamonds was soon to arrive, and Treasury agents were watching the border. Lewis White, special agent, in Toronto on Tuesday saw a New-York diamond merchant meet Bush in a hotel, take him away for a few hours and then both went to the station, where Bush took a train for Windsor, Ont. Lewis followed and warned the customs officials at Detroit to give Bush every possible opportunity to declare any duttable goods. This was done, and when he failed to declare anything his arrest and search followed.

FIRE! "UNEXCELLED FIREWORKS!" before the rush at Depot, 9 Park Place,-Advt.

COMMISSIONER WORCESTER DENIES A STORY OF ATROCITY IN THE PHILIPPINES.

Chicago, June 29.-Dean C. Worcester, a mem her of the Philippine Commission, to-day sent a cable dispatch to "The Times-Herald," denying reports that Filipino prisoners were shot by order of American officers. This was in response to the following inquiry sent by H. H.

Worcester, Manila: Charles Brenner, Minneapolis, Kan., writes home: "Company I had four prisoners and did not know what to do with them. They asked Captain Bishop what to do. He said, 'You know orders,' and four natives fell dead." Cable the orders,' and four natives fell dead. KOHLSAAT.

Commissioner Worcester's answer follows:

Manila, June 29, 1899.

Editor "Times-Herald," Chicago Ill.:

The original statement of Brenner is untrue.
Brenner's charge was promptly investigated by
the military authorities here. No facts were
ascertained to support the charge at the time of
first inquiry, but the investigation has been renewed and is being prosecuted vigorously and extensively. This investigation has not yet been

Brenner's charge has some semblance of truth, Brenner's charge has some semblance of truth, for the reason that it is now believed that two prisoners were shot in the heat of battle for refusing to pass to the rear when ordered to do so. This matter is being probed to the bottom. It is an isolated case.

The inhabitants of the towns recently captured had been maltreated, robbed and left destitute by the insurgents.

The natives rejoice at the arrival of the American troops, who neither burn their homes nor

The natives rejoice at the arrival of the American troops, who neither burn their homes nor loot their property, and who feed the hungry. The inhabitants are resuming their ordinary occupations and are ready to co-operate with us. The wounded insurgents are brought to Manila, where they receive the same care and attention as our own wounded. WORCESTER.

#### FOUND THE NORTH POLE.

CANADIAN TELLS STRANGE STORY OF HIS WANDERINGS IN NORTHERN LANDS-HIS ALLEGED DISCOVERY.

Binghamton, N. Y., June 29 (Special) .-Gustav Bertrand, of St. Madeleine, Quebec, Canada, who is at the Perrault House, at Lestershire, one of Binghamton's suburbs, claims to be the discoverer of the North Pole. He is a poor man, and, being rather ignorant of the higher arts of seamanship, in his story of the discovery can give only the outlines of his ad-

He is about thirty-five years old, and is at present practically on the charity of the residents of the village. A local physician says he is sane. He is unwilling to talk for publication, saying that he will not be believed. The restents of Lestershire take no stock in his stories. Bertrand's story is to the effect that while or a Belle Isle fishing smack afar up the Bay of

Biffan, he became estranged from his companions, being in a small boat by himself. storm came and drove him from his course, and, after going without food for some time, he met an Esquimau who gave him food, and told him of a "white man's party" further up the coast. He wandered along, not finding the white men, and, upon the wrecking of his boat, he was obliged to live with the natives, aiways getting nearer the Pole.

About a year afterward he arrived at a warmer part, and, going still further north, found the North Pole. This country he describes as being an island surrounded by ice. It has one or the small mountains. A small tribe of large built of uninterrupted rest with Mrs. Roosevelt and people, not Esquimaus, lived there, and he stayed there for some time. The manner of living is similar to that of the Esquimaus, and he experienced many hardships.

There are two seasons, he says, mild and cold. In the milder weather lichens grow there. He tells only of a life of hardship among a savage ple and says he marvels how he ever survived to tell the story. He returned by working his way down to Ellesmere land, and then, by the aid of kindly officers, got to Northern Alaska. He went gold prospecting, got caught by the Canadian authorities in some unsavory affair, so he says, and was sent to prison at Toronto, Canada. He was released from there several months ago. He is evidently a man badly broken in health by hardships, and as his story seems to bear the stamp of truth in one or two relics of life among the natives of the North Pole, opinion among the villagers is somewhat divided as to the veracity of his state-

ments. ANOTHER COLORADO GOLD MINE SOLD.

CATE FOR \$1,875,000. Colorado Springs, Col., June 29 (Special).-An English syndicate has bought the Elkton gold mine at Cripple Creek, paying therefor \$150 a share, on a capitalization of 1,250,000 shares, or \$1,875,000. The name of the corporation is withheld, but it is not the Ventura Company, which recently bought Stratton's famous Independence mine at \$10,000,000. T. A. Rickart, Colorado State Geologist, who examined the Independence mine for its purchasers, examined also the Elkton, and on his recommendation the

deal was made. The Elkton has produced \$22,250,000, and has paid \$1,000,000 in dividends, the monthly dividend being \$20,000. It has a double compartment shaft 500 feet deep, with 14,000 feet of levels, employing 175 nen. It is well equipped, and wholly operated by lectricity. The main office is here. George Berard, president and principal stockholder, was a soor man when he located the Elkton five years of the title to thirty patented acres is transerred with the mine. Elkton stock is \$1 a share

to-day
The sale of the Moon Anchor gold mine, also of
Cripple Creek, to the Ventura Company, is assured,
It has been delayed for two months because of the
Independence deal, and the price is given at \$500,000.
The Lillie at \$1,250,000 was acquired by Londoners
some time ago. Agents of London speculators are
overrunning the camp for big plants.

## DEPEW SUPPORTS THE PRESIDENT.

Depew, of New-York, to-night said: "I have just returned from Paris and Brussels, where I picked up my son, who is now thoroughly restored to health, and embarks with me on Satur-

day for New-York. 'As regards the expansion policy of the Administration, I quite agree with proceeding with this campaign. We are convinced we are right, this campaign. and President McKinley will go forward, I be-lieve, to a successful issue. Mistakes have been made, but we learn by mistakes; and, depend on

it, we are going to come out on top.

The situation in Paris, which is equivalent to France, seems gradually becoming broader. All this spasmodic upset, this changing of Ministers, these cries from the housetops, are surely laying the foundation of making men divide off into those cognate parties which, well defined, will, in my opinion, yet raise France into and keep her in the

I have come back to London, and am proud of "I have come back to London, and am proud of the marvellous success of our Ambassador, Mr. Choate. He is going to make a great mark. We did not see the work Mr. Bayard did, at the time he gave expression to sentiments which, possibly, had no reality in England, and he knew it. We did not know it, and blamed him. But he was laying a foundation and accomplished the marvellous work of preparing the way for the grand revolution in popular sentiment on both sides of the Atlantic.

"I go back confident that we have great times coming in the United States. Questions not dream of at the last struggle are forging to the front, and the fight will be keen and stift, and, as report goes, no man can tell the issue with any success till the electoral vote is declared."

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# HARVARD TRIUMPHANT.

PRICE THREE CENTS.

THE CRIMSON ADMINISTERS TRIPLE DEFEAT TO YALE.

EACH RACE A WALKAWAY-ONE REC-ORD BROKEN-SPECTATORS SUFFER FROM MISMANAGEMENT OF THE

OBSERVATION TRAIN. [BY TELEGRAPH TO THE TRIBUNE.] New-London, Conn. June 29 .- This is Harvard's year. The Crimson's oarsmen won all three races in quick succession on the Thames to-day, and Yale has not a single drop of sweetness in her cup of woe, beyond the pluckiness with which her oarsmen fought. Here is Har-

'Varsity Race-Won by six lengths. Freshman Race-Won by three lengths, breaking the record.

Four-oared Race-Won by seven

Harvard's great triumph in the big 'varsity race overshadowed all the rest, and is complete. The winning of the foar-oared and freshman crimson-flaunting horde, but had they gone home minus a victory in the final and supreme struggle they would have felt that Harvard had lost the day.

But not only did the valiant rowers from Cambridge win the day completely, but they did it in such superb and perfect fashion that there is no word that can praise too highly their wonderful record. Their oarsmanship was of that consummate, magnificent order that is the ideal of all college eights, and their condition and power were without a flaw. Yale declared that the wash of the steamer Glen Island, which came there should have been good cause for comthat almost broke the Harvard shell in two and that would have ended their great work in disaster. It was of the same nature as that Harvard coxswain had the shell headed every ment straight for his flag at the finish. But for a hundred yards up the course from the finish line the small skiffs and sloops had pressed forward till they lay right across Harvard's lane. A warning shout went up from the thousand Harvard throats when, plain to be seen, the knifelike prow of the heaving shell was seem headed straight for the press of boats.

### HARVARD COXSWAIN'S NERVE.

Then came a wild scramble to get out of the way But the boats were many of them old tubs, heavily weighted with men and women, and it was hard to move them quickly. The Harvard coxswain showed splendid nerve. He waited until the last possible moment, and then swerved the long shell to the left. Not a moment too hulking craft by less than a foot. It was the

The town to-night simply cannot contain the Harvard contingent. This is the first time that and they are trying to crowd into a single night all those celebrations for hopes and victories lessly. As a Yale man put it: "You Harvard men don't win often, but when you do, you rub it in. Heavens! One, two, three-not a thing left for us." And he whistled a mournful dirge

The story of the day runs about like this: At 10 o'clock the crowd, which at that early hour of the morning, consisted of altra Harvard and Yale enthusiasts, took the train for the fouroared and freshman races. They had no sooner reached the starting points than the announcement was made that the two races were post-Then the crowds piled back into town for a brief space of time, in which they grew more and more excited over the possibilities that lay

shrouded in the coming hours. At 3 o'clock, again there was a rush for the one observation train that ran for the minor races. This sped quickly up the four-mile course from the head of which the four-oared crews

HARD LUCK FOR YALE. In this race, Harvard jumped to the lead at was a "cinch" from first to last. Yale had not looked for a victory, however, and so smiled in-

Then came the freshman race, down stream, from the Navy Yard. This was a beautiful contest, and in many ways remarkable. Yale had a slight lead at the mile point, which Harvard flag, the Glen Island, crowded with excursionists, sent its wash against the Yale boat and bothered the oarsmen sorely. Just here, too, Harvard made a brilliant spurt, which carried her to the front, and there she stayed.

greatest of the day, for which the onlookers reserve their quickest heartbeats and shortest machine, then went to the front, and from that time on the Yale coxswain was the only man in race by a good six lengths, and Yale was badly done up. That was the end of the racing. The fun for the Harvard men, however, if noise be a criterion, seemed to be only just beginning. There was one foul blot on what was other-

wise a day of perfect enjoyment, and that was

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